

# The China Mail.

Established February, 1845.

VOL. XLIII. No. 7484.

號二月八日七百八千英

HONGKONG, FRIDAY, AUGUST 12, 1887.

日三月六日亥丁

PRICE \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALOA, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE GUTHRIE & CO., Cornhill. GORDON & GOTON, Ludgate Circus, E.C. BATES HENRY & CO., St. Walbrook, E.C. SAMUEL DRAGON & CO., 159 & 164, Leadenhall Street, W. M. WILKS, 161, Cannon Street, E.C.

PARIS AND EUROPE:—AMADEP PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS:—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTON, Melbourne and Sydney.

OBYLON:—W. M. SMITH & CO., THE APOTHECARY'S CO., Calcutta.

SINGAPORE STRAITS, CO.:—SAVAGE & CO., Square, Singapore. C. HEINSSEN & CO., Manila.

CHINA:—MACAO, F. A. DE CRUZ, S. S. L. QUICHE & CO.; AMERY, N. MOULIER, Funchal. HEDD & CO., Shanghai. LANE, CRAWFORD & CO., KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid up Capital, \$7,500,000 Reserve Fund, \$4,500,000 Reserve Liability of Proprietors, \$7,500,000

Court of Directors.

Chairman, M. GROTE, Esq. Deputy Chairman, C. D. BOTTOMLEY, Esq. Hon. J. BELL TRYING, Esq. Hon. W. H. P. DARBY, Esq. Hon. H. L. DALMIPLE, Esq. Hon. F. D. SASSON, Esq. W. H. FORBES, Esq.

Chief Manager, Thomas JAGSTON, Esq. Acting Chief Manager, JOHN WALTER, Esq. Manager, EVER CAMERON, Esq. London Branch, London, 10, Queen Victoria Street, Bank.

HONGKONG. Interest Allowed.

Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager, Hongkong, July 18, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days:—10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit, may at their option transfer the same to the Hongkong and Shanghai Banking Corporation, fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked, on Hongkong Savings' Bank business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

JOHN WALTER, Acting Chief Manager, Hongkong, June 7, 1887. 754

## Notices of Firms.

NOTICE is hereby given that the BUSINESS OF GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm or Shop of HOK LEE HONG & CO. by TIONG AH HOR and TAN KING SING in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said TAN KING SING for any DEBT or LIABILITY incurred by the said Firm or Shop terminated on the 6th day of January, 1887.

HOK LEE & CO., Foochow.

Singapore, 17th May, 1887.

WITH Reference to the above, I, THONG AH HOE, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & CO. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow as hereafter by TAN KIM CHING, of Singapore, Merchant, and Myself, under the style of HOK LEE HONG & CO.; and that I hold a Power of Attorney from the said TAN KIM CHING as his Agent individually and also as a PARTNER in the said Firm to transact all matters connected with the business of the Firm at Foochow.

THONG AH HOE.

Hongkong, June 1, 1887. 1047

## Notices of Firms.

### NOTICE.

THE AGENCY, at this Port of Messrs CALDBECK MACGREGOR & CO., Shanghai, has This Day been Transferred to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above Notice, I have This Day assumed CHARGE of the BUSINESS at this Port of Messrs CALDBECK MACGREGOR & CO., Wine and Spirit Merchants, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

## Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of the SHAREHOLDERS will be Held in the Office of the Company, No. 14, Praya Central, on MONDAY, the 29th Instant, at 3 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1887.

W. J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDMARK PLACES.

TIFFIN 10 O'CLOCK—DINNER AT 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

## NOTICE.

NOTICE is hereby given that ORIGINAL SCRIP CERTIFICATE No. 14, dated 18th July, 1882, for ONE SHARE in the above Office, standing in the name of CHOO CHAN HONG, of Swatow, has been LOST, and is believed to be produced by the 23rd Inst., and the same is produced by the said CHOO CHAN HONG, and no NEW SCRIP CERTIFICATE will be ISSUED to the said CHOO CHAN HONG, and no Transaction taking place under the said ORIGINAL SCRIP CERTIFICATE No. 14, will be recognised by the Office.

By Order of the Board of Directors,

D. GILLIES.

Hongkong, August 11, 1887. 1515

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

W. POWELL & CO.

BEST PROMETHEUS.

MAHARANA STRIPES.

(A NEW DRESS MATERIAL for Automobiling.)

CHILDREN'S TENNIS SHOES, from \$1.00 per Pair.

INDIA LONG CLOTHS.

WHITE VICTORIA LAUNGS.

GENTLEMEN'S Black and Coloured FELT HATS.

HELMETS and TERAI HATS.

Victoria Exchange, July 26, 1887.

(T. L. E. P. H. O. N. E. 21).

1398

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WHITE VICTORIA LAUNGS.

GENTLEMEN'S Black and Col

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

## TO-MORROW,

the 13th instant, at noon, at Messrs ANDREWES, EBRAHIM & CO., Godown, Gage Street,—

## 30 BALES BOMBAY COTTON,

Ex Steamship *Kashgar*,

AND

## 1 CHEST OLD MALWA OPIUM.

Ex Steamship *Bornida*

(All more or less damaged by sea water).

For account and risk of the concerner.

## TERMS OF SALE.—As customary.

H. N. MODY,

Auctioneer.

Hongkong, August 12, 1887. 1523

## FOR SALE BY PUBLIC AUCTION,

ON

## MONDAY,

the 29th August, at 5 o'clock p.m., on the spot,—

## No. 8, ALFANY ROAD,

known as

## NORMAN COTTAGE,

being the Remaining Portion of INLAND

LOT No. 648, with the BUILDINGS

thereon, comprising an area of about

17,515 square feet. Subject to the present Tenancy, the Tenant to receive no less than 3 months' notice to quit.

Crown Rent, \$13.64 per annum.

For further Particulars, apply to

H. N. MODY,

Auctioneer.

Hongkong, August 12, 1887. 1525

## NOTIFICATION.

CUSTOM HOUSE,

Kowloon, 11th August, 1887.

NOTICE is hereby given that MONDAY NEXT, the 15th instant [6th Moon and 26th day], being the BIRTHDAY of HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the KOWLOON CUSTOMS AND STATIONS. All examination of Cargo and clearing of Junks will be suspended on that date:

F. A. MORGAN,

Commissioner of Customs.

## PERSEVERANCE LODGE OF HONGKONG.

No. 1165.

A regular MEETING of the above LODGE will be held in the Free Masons' Hall, Zoland Street, on TUESDAY NEXT, the 16th instant, at 8.30 for p.m. VISITING BRETHREN are cordially invited.

Hongkong, August 12, 1887. 1522

## UNION LINE.

FOUR KURE AND YOKOHAMA.

The Steamship

*Mosse*, Captain Tratz, will be despatched for the above

Port on MONDAY, the 13th instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, August 12, 1887. 1518

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship

*Zafiro*, Captain Gutrie, will be despatched for the above

Port on MONDAY, the 15th instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, August 12, 1887. 1524

—FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship

*Strathleen*, C. W. Paxton, Commander, will be despatched for the above Ports on MONDAY, the 15th instant, at 4 p.m.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, August 12, 1887. 1517

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

*Tairis*, Captain Davies, will be despatched as shown on

FRIDAY, the 19th instant, at 3 p.m.

This Steamer has superior first-class accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 12, 1887. 1520

OCEAN STEAMSHIP COMPANY.

FOR SHANGAI.

(Taking cargo & passengers at through rates for NINGPO, CHEFOO, NEW-CHENG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

*Bellapoph*, Capt. Gutrie, will be despatched as above on

FRIDAY, the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, August 12, 1887. 1519

THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND MELBOURNE.

(Taking through cargo to QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

The British Steamer

*Patum*, Captain Jas. Rowlett, will be despatched as above on or about the 28th instant.

The Steamer has excellent Accommodation for First-class Passengers.

Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Managers.

Hongkong, August 12, 1887. 1521

## SHIPPING

## ARRIVALS.

August 12, 1887.—

*Rayton Dixie*, Norwegian steamer, 1,230.

J. Johansson, Kutchnotzu Aug. 7, Coal-

Order.

*Triumph*, German steamer, 674. R. Moor,

Holloway, August 11, General.—WILDER &

CO.,

*Hai-phong*, British steamer, 1,122. Harris,

Fossel August 9, Amoy 10, and Swatow

11, General.—BOUGAINVILLEAN Co.

*Port Victor*, British steamer, 1,878. A.

Williams, Sydney July 24, Morotai Bay 26,

Townsville 29, Cooktown 30, Thursday Is-

land August 1, and Basian Straits 8, God-

goforn, Gage Street.

*Wampano*, British steamer, 1,189. George

Fawcett, Funchow August 10, Tex—BUR-

TERFIELD & SWIRE.

DEPARTURES.

August 12.—

*Breconshire*, for Yokohama.

*Aurora*, for Hainan.

*China*, for Bangkok.

*Aviation Asia*, for Singapore & Calcutta.

*Teknara*, for Yokohama.

New Guinea, for Shanghai.

OLIVE GROVE.

*Independent*, for Bangkok.

*Vortigern*, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Triumph*, from Hoitow, 21 Chinese.

Per *Haiphong*, from Coast Ports, 59 Chi-

nease.

Per *Port Victor*, from Sydney, &c. Capt.

Connally, Capt. Stockley, and 18 Chinese.

Per *Wampano*, from Funchow, Mr. Whit-

te.

DEPARTED.

Per *Therion*, for Nagasaki, Capt. Stanley;

Per *Haiphong*, for Yokohama, 12 Japanese.

Per *Alvina*, for Hoitow, 55 Chinese.

Per *China*, for Bangkok, 12 Chinese.

Per *New Guinea*, for Shanghai, Captain Stockley.

Per *Prometheus*, for Port Said, Mr. Tod-

bold.

To DEPART.

Per *Danube*, for Haiphong, 1 Indian and 17 Chinese.

Per *Independent*, for Bangkok, 12 Chi-

nese.

Per *Vortigern*, for Bangkok, 20 Chinese.

CHIPPING REPORTS.

FRUIT CORDIALS.

LIME JUICE, RASPBERRY, STRAWBERRY,

CHERRY, PINK APPLE, DAMSON,

ORLEANS PLUM.

MONTSERRAT LIME FRUIT JUICE.

ACIDULATED LIME FRUIT TABLETS.

MARSHAL & SONS' New Patent

WATER-EAR FILTERS.

PRICKLY HEAT LOTION,

BAY RUM, TOILET VINEGAR,

CARBOLIC EAU DE COLOGNE.

A. S. WATSON & Co., LTD.

THE HONGKONG DISPENSARY,

ESTABLISHED 1841.

Hongkong, June 13, 1887. 1121

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—*Falken* leaves for Swatow, &c.

Noon.—*Elektra* leaves for Trieste, &c.

Noon.—*Kashgar* leaves for Boubyan, &c.

Noon.—*Bornida* leaves for Marseilles, Genoa, &c.

4 p.m.—*Mosser* leaves for Kobe, &c.

4 p.m.—*Wampano* leaves for New Zealand Port.

amuse their readers. If the Government had not consented to make the meetings public, I think that the members of the Board ought to have had the right to appoint their President, because it is arranged that the President is to have a casting vote. An Hon. Member had said he did not think the Chairman had a great influence on a Board, but he must know well how often the opinion of a Chairman is asked and that it weighs a great deal with members. If his Hon. friend had not been a very influential member of this Board he would not be Chairman of many. But as I said, the people for whom we regulate do not get the safeguard. The Board is to be open to the representatives of the public who are there and can record the action of the President and bring to light anything that they think is amiss.

The Acting Attorney General.—The new Board consists of only four officials and six non-officials. It ought to be recommended that the president is to be the executive or the working officer of the Board and therefore a larger part of the business which he will have to do. I think you will find it therefore rather difficult to find anybody except a Government official who would accept an office. But as the non-official element is so large in this Board, I think it only right that the Government should keep in hand the appointment of the officials.

Mr MacEwen.—I would point out to the Hon. gentleman that the official element may predominate. It must be borne in mind that the Government has the power to appoint four governors. There is nothing to prevent the Government from appointing military men.

His Excellency.—With regard to the military, the military have their own Board of Health. I do not say that is against the law, but I think it is highly improbable that anyone from the garrison could be appointed.

Mr MacEwen.—I was only pointing out a possibility.

The Council then divided, when there voted—

For the Amendment. Against.

Mr Chater The Harbour Master. Mr Bell-Irving The Surveyor General. Mr MacEwen The Colonial Treasurer. Mr Wong Shing The Act. Atty. Ator. General. Mr Ryrie. The Act. Col. Secy. The Act. Chif. Jtico. 6.

The clause was then put to the meeting and carried.

Mr Bell-Irving with regard to Section 6 proposed the following amendment:

After the words "six months," to leave out the words "The Governor may appoint," for the purpose of inserting the words "the Board may elect."

Mr Chater seconded.

A division was then taken, when there voted—

For the amendment. Against.

Mr Chater The Harbour Master. Mr Bell-Irving The Surveyor General. Mr MacEwen The Colonial Treasurer. Mr Wong Shing The Act. Atty. Ator. General. Mr Ryrie. The Act. Col. Secy. The Act. Chif. Jtico. 6.

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The clause was then put to the meeting and carried.

Coming to clause 11, which is \$5 thousand, I feel that the Government direct that all the resolutions of the Board involving the expenditure of sums of public money in excess of \$500 shall be submitted to him before being carried.

Mr Ryrie said.—I have already objected to this clause, but seeing that all the others have been already set up, I do not see there is any use to object. I think if this Council, are to have a Board of Health, it might give them power to spend a little more than \$500. I believe it is against the regulations of the Secretary of State, but the Secretary of State, if asked, might give them some latitude. \$500 is a very trifling sum, and this clause might tie their hands very often. Probably your Excellency will sanction their requisitions, but I think, if the Board is to have any existence at all, it should not be limited to such a small sum.

The Chief Justice—I wish to say that in my opinion this section ought not to be in the Bill at all, because the Governor is entirely responsible for all the sums that are spent. I do not see if you put down \$500 that there is any money to be expended, the President, who is likely to be a responsible person appointed by the Government, ought to take the responsibility of spending money that he would be able to account for. As a matter of fact, the spending department have often to spend sums of money for which they subsequently get the ratification of the Government. It was the desire of the Council that this clause should be inserted, but he thought it would be better to strike it out.

The Acting Attorney General pointed out that the clauses only give the Government the option of interfering if it was thought necessary, and that the Chairman would take upon himself the responsibility of spending the money if he thought he would get the sanction of the Government.

Mr Ryrie quite agreed with the suggestion that the clause should be left out.

His Excellency said—The Government were quite willing that the clause should be struck out. They did not think it right, however, to withdraw it without its being brought before the Council and discussed. There must always be something left to the Board. They must not have to come to the Government for every little item.

The Clause was accordingly struck out.

Coming to Section 13, a good deal of discussion took place on the sub-sections. The Acting Attorney General moved that in the first section the words "or public or main drains, and sewers as also" and also the words "and sewers" be left out, leaving the clause to read—

"1. The proper construction, trapping, ventilating, and maintenance of private house-drains in the City of Victoria and the villages and towns and rural districts of Hongkong and Kowloon."

Sub-clause 3 is to be proposed should be relegated to the Building Ordinance, while in clause 2 he suggested that "dust boxes" be substituted for privies.

With regard to clause 4, a discussion took place. Mr Ryrie moved that it be kept out.

Mr Price said it was necessary to prevent damp floors, which might give rise to the disease "bordemic."

A division was taken with the same result, the two sides outvoting the non-officials.

With regard to clause 6, the cleaning time of dwellings, Mr Ryrie moved that the word "Chinese" be added, as there were no fears of the European houses being neglected.

A division also took place on this, with the same result, except that in this instance Mr Wong Shing voted with the Government.

Mr Bell-Irving suggested that the word "superior" be substituted for regulation with regard to "bath-houses." But did not press his suggestion as a motion, as it was pointed out that the bye-laws had to be sanctioned, and that any objectionable interference would be soon to follow.

With regard to clause 15, which gave power to pass by law for the prevention of overcrowding in premises on

cupied by human beings or the lower animals, Mr Ryrie suggested that the words "human beings" be left out, but did not get a second, and his motion consequently failed to the ground.

The other sub-clauses were adopted with slight alterations, and progress was then reported.

The Council adjourned till this day week.

#### CORRESPONDENCE.

##### THE PRAYA RECLAMATION.

*THE EDITOR OF THE "CHINA MAIL".*

Dear Sir,—I beg to enclose herewith the correspondence which has passed between the Government and myself on the subject of the proposed Praya Reclamation Scheme, and shall esteem it a favour if you will kindly publish the same in an early issue of your paper.

Yours faithfully,

C. P. CHATER.

Hongkong, 12th August, 1887.

Hongkong, 12th July, 1887.

Sir,—I have the honor to acknowledge the receipt of your letter of the 13th ultimo submitting a proposition to reclaim the foreshore from West Point to the Government Wharf, and offering your services with the Marine Lot-owners "in order to obtain their co-operation in the project."

In reply I am directed to inform you that the Governor in Council has had your letter under careful consideration, and that in view of the congested state of the population of Victoria and the importance to the town of the large area which you propose to throw open for building purposes, His Excellency is disposed to approve the proposed reclamation, and I am to add that while the Government would prefer having this great scheme carried out in its entirety by the Marine Lot-owners themselves, in preference to the Government, it would be a great service to the colony if the Royal Engineers, or the Royal Artillery, should be compelled to undertake the reclamation of the Crown land and to exercise the rights of the Crown and to undertake the reclamation itself in conjunction with the consenting majority of the community.

His Excellency is therefore prepared to recommend the project strongly to the Committee of State, subject to the conditions which follow:

(i) That the proposed reclamation, including the extension of streets and a new Praya roadway, be carried out in accordance with the general plan dated the 6th of August, 1887, which has received the approval of the Acting Governor and which may be seen on application to the Surveyor General.

(ii) That the whole of the works, including the removal and re-erection of piers, and the extension, formation, sowing and shelling of the proposed new streets and new Praya Wall and roadway, except on such portions of the foreshore as are situated in front of Government properties, be carried out by the Public Works Department at the cost of the Marine Lot-owners.

(iii) That the Colonial Government shall not be called upon to incur any expense whatsoever in connection with the proposed works, other than the wall and reclamation in front of Government properties.

(iv) That the proposed works, except as aforesaid, be carried out from a General Fund to be contributed by the Marine Lot-owners for the purpose, and that for the commencement of the works the Marine Lot-owner enter into a written Contract with the Government binding himself to take up such allotment of the general reclamation as may be apportioned him by the Government, and that each Marine Lot-owner deposit at the Bank 25 per cent of the total value of the contribution to the General Fund by way of a guarantee of his bond fides, such deposit of 25 per cent to be forfeited to the Crown in the event of the Marine Lot-owner failing to take up his allotment of the reclamation. The amount interest accruing on these deposits to be handed over by Government to the Marine Lot-owners.

(v) That during the progress of the works all calls of money for works to be made by the Government upon the Marine Lot-owners shall be duly honoured by the latter, provided that the value of the works actually done in their respective allotments.

(vi) That no rebatement of Annual Crown Rent shall be claimed by the Marine Lot-owners for their present holdings, upon the same to new Marine Lot Leases for the reclamation, in consideration of which the Government undertakes not to lay any premium on the latter.

(vii) That any houses to be erected on the proposed reclamations shall be subjected in respect of light, space and ventilation to the following structural provisions:

(a) No private lane on which the houses shall front to be of less width than 15 feet.

(b) Every one-story house to have a back-yard not less than 10 feet in width, and such width to be not less than 15 feet for houses of more than one story.

(c) Every habitable room in a house to have at least one window opening out into the external air, such windows to be of a size not less than one tenth of the floor area of the room.

(d) Every human dwelling to be furnished with a suitable privy placed in the back-yard.

(e) The Crown reserves to itself such portions of the reclamations as are required for the new streets and the new Praya, and the same, when constructed, shall remain the property of the Government.

(f) That in the event of any Marine Lot-owner failing to take up his allotment or to perform his contract or any portion thereof, in addition to the forfeiture of deposit as provided by the fourth condition, the contract shall be cancelled and all rights of the lot holder thereunder shall cease and determine.

Subject to the foregoing provisions the Acting Governor will be prepared to meet the views and wishes of the Marine Lot-owners. His Excellency will be happy to avail himself of your offer to act as an intermediary between them and the Government.

I have the honour to be, Sir,

Your most obedient servant,

FREDERIC STEWART,

Acting Colonial Secretary.

The Hon. C. P. Chater, Esq., &c., &c.

#### COLONIAL SECRETARY'S OFFICE.

11th August, 1887.

Sir,—I have the honor to acknowledge the receipt of your letter of the 13th ultimo proposing a proposition to reclaim the foreshore from West Point to the Government Wharf, and offering your services with the Marine Lot-owners "in order to obtain their co-operation in the project."

In reply I am directed to inform you that

the Governor in Council has had your letter under careful consideration, and that

in view of the congested state of the

population of Victoria and the impor-

tance to the town of the large area

which you propose to throw open for

building purposes, His Excellency is

disposed to approve the proposed re-

clamation, and I am to add that while

the Government would prefer having

this great scheme carried out in its

entirety by the Marine Lot-owners,

it would be a great service to the

colony if the Royal Engineers, or the

Royal Artillery, should be com-

missioned to undertake the re-

clamation.

In reply I am directed to inform you that

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Royal Artillery, should be com-

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clamation.

In reply I am directed to inform you that

the Governor in Council has had your

## Mails.

**Occidental & Oriental Steamship Company.**  
TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,  
VIA THE OVERLAND RAILWAYS,  
AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 20th August, at 3 p.m.  
Connection being made at Yokohama, with Steamers from Shanghai and Japan port.

All Parcel Packages should be marked to address in full, and will be received at the Company's Offices, until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:

To San Francisco \$200.00

To San Francisco and return \$350.00

available for 6 months \$350.00

To Liverpool \$350.00

To London \$350.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 12, 1887. 1463

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship UTY OF SYDNEY will be despatched for San Francisco, via Yokohama and Honolulu, on WEDNESDAY, the 31st August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco \$200.00

To San Francisco and return \$350.00

To Liverpool \$350.00

To London \$350.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 12, 1887. 1467

## Mails.

## Intimations.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES,  
PAQUEBOTS POSTE FRANCAIS,  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,

MEDITERRANEAN AND BLACK  
SEA PORTS,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE, BORDEAUX,  
DUNDEE, AND ANTWERP.

On THURSDAY, the 13th of August, at noon, the Company's Steamship AVA, Commandant VIMONT, with  
MAILS, PASSENGERS, SPECIE, AND  
CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are recorded.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 5, 1887. 1472

CANADIAN PACIFIC LINE  
TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,658 tons register, Prior Commander, will be despatched for VANCOUVER, B.C., KORE, and YOKOHAMA, on FRIDAY, the 26th August, at 3 p.m.

The steamers formerly in the CONRAD SERVICE, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed in the Far East and the present issue will hold favourable if not favourable comparison with preceding numbers. — *Canadian Empire*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco \$200.00

To San Francisco and return \$350.00

To Liverpool \$350.00

To London \$350.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 12, 1887. 1487

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

I THE Undesignated Agents of the above Company are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE LONDON ASSURANCE.

Polices at current rates, payable either here in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1887. 496

QUEEN FIRE INSURANCE COMPANY.

I THE Undesignated Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1440

SUMMER TIME-TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

RUNS DAILY AS A FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tau at the following hours—*This Time*, The Table will take effect from the 15th April, 1887.

WEEK DAYS.—SUNDAYS.

Leaves 7 A.M. Leaves 7 P.M. Leaves 7 A.M.

6.00 A.M. 6.00 A.M. 6.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 8.00 " 10.15 "

9.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " NOON "

1.30 " 2.00 " 1.30 " 2.00 "

2.20 " 3.00 " 2.30 " 3.30 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.15 " 4.30 "

4.50 " 5.10 " 4.50 " 5.10 "

5.25 " 5.45 " 5.25 " 5.45 "

6.05 " 6.15 " 6.05 " 6.15 "

6.45 " 6.45 " 6.45 " 7.00 "

7.15 " 7.15 " 7.15 " 7.00 "

\* There will be no Launch on Monday and Friday, on account of sealing.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

MELCHERS & Co., Agents.

Hongkong, August 8, 1887. 1489

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALLIE ROWE, Hawaiian brig, Captain J. Phillips—Wieser & Co.

ELIZABETH NICKOLSON, British barque, Captain Geo. Falconer—Melchers & Co.

STEATHVEN, British steamer, Capt. O. Pearson—Adamson, Bell & Co.

## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,  
TENTH YEAR.

THIS Review, which was intended to meet

the wants of many students of Chinese

caused by the discontinuance of "Notes and

Querries on China and Japan," has reached its Fourteenth Volume. The Review discusses these topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes Notes and Querries, and News Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It is thought that by extending the scope of the Review in this direction, the Magazine would be more generally useful.

The Review department receives special

attention, and endeavours are made to

present a careful and concise record of

Literature on China, etc., and to give

critiques embodying sketches of the most

recent works on such topics. Authors and

Publishers are requested to forward works

to "Editor, China Review, care of China

Mail Office."

The Notes and Querries are still continued

and form an important means of obtaining

information and diffusing among students

knowledge on obscure points.

The Correspondent column also affords

further and greater facilities for the inter-

change of views and discussion of various

topics.

Original contributions in Chinese, Latin,

and/or of the Modern Languages are re-

ceived. The answers contributed by the

members of the various Consular, the Imperial

Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is to be found, are particularly welcome.